DEPARTMENT OF TRANSPORTATION
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August 15, 2003

06-Tul-63-12.9/R14.7
06-339504
ACSTP-P063(016)E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in TULARE COUNTY IN VISALIA FROM MINERAL KING AVENUE TO HOUSTON AVENUE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on August 26, 2003.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheet 18 is revised as follows:

"Drainage system No. 5, unit f , 150 mm RCP is revised to read: "150 mm WSP"."

Project Plan Sheet 21 is revised as follows:

"Drainage system No. 15, unit b, 200 mm RCP, is revised to read: "200 mm WSP".
Drainage system No. 16, unit f, 200 mm RCP, is revised to read: "200 mm WSP".
Drainage system No. 17, unit e, 250 mm RCP, is revised to read: "250 mm WSP".
Drainage system No. 17, unit h, 150 mm RCP, is revised to read: "150 mm WSP"."

Project Plan Sheet 26 is revised as follows:

"Drainage system No. 5, unit f, 150 mm x 26.8 m RCP, is revised to read: "150 mm x 26.8 m WSP (3.4 mm Thick)"."

Project Plan Sheet 31 is revised as follows:

"Drainage system No. 15, unit b, 200 mm x 28.7 m RCP, is revised to read: "200 mm x 28.7 m WSP (4.78 mm Thick)".
Drainage system No. 16, unit f, 200 mm x 12.3 RCP, is revised to read: "200 mm x 12.3 m WSP (4.78 mm Thick)"."

Project Plan Sheet 32 is revised as follows:

"Drainage system No. 17, unit e, 250 mm x 13.6 m RCP, is revised to read: "250 mm x 13.6 m WSP (6.35 mm Thick)".
Drainage system No. 17, unit h, 150 mm x 23.4 m RCP, is revised to read: "150 mm x 23.4 m WSP (3.4 mm Thick)"."

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Project Plan Sheets 40-49 are revised as follows:

"The call out for 150 mm RCP is revised to read as 150 mm WSP (3.4 mm Thick).
The call out for 200 mm RCP is revised to read as 200 mm WSP (4.78 mm Thick).
The call out for 250 mm RCP is revised to read as 250 mm WSP (6.35 mm Thick)."

In the Special Provisions, Section 10-1.22, "ASPHALT CONCRETE," is revised as attached.

In the Special Provisions, Section 10-1.29A, "WELDED STEEL PIPE," is added as follows:

"**10-1.29A WELDED STEEL PIPE**
Welded steel pipe shall conform to the provisions in Section 70, "Miscellaneous Facilities," of the Standard Specifications and these special provisions.
Coating the interior surface of the pipe will not be required."

In the Proposal and Contract, the Engineer's Estimate Items 49, 50, 51, and 52 are added and Items 23, 24, 25, and 48 are deleted as attached.

To Proposal and Contract book holders:

Replace pages 4 and 5 of the Engineer's Estimate in the Proposal with the attached revised pages 4 and 5 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.
Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.
Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.
Inform subcontractors and suppliers as necessary.

This office is sending this addendum by confirmed facsimile all book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY LEO MARTINEZ FOR:

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

10-1.22 ASPHALT CONCRETE

Asphalt concrete shall be Type A and shall conform to the provisions in Section 11-1, "Quality Control / Quality Assurance" of these special provisions.

Surfacing of miscellaneous areas with asphalt concrete shall conform to the provisions in "Asphalt Concrete (Miscellaneous Areas)" of these special provisions.

The Contractor may obtain a copy of the Department's "Manual for Quality Control and Quality Assurance for Asphalt Concrete" at www.dot.ca.gov/hq/construc/qcqa.html.

The aggregate for Type A asphalt concrete shall conform to the 19-mm maximum, coarse grading specified in Section 39-2.02, "Aggregate," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

In addition to the provisions in Section 39-9.01, "Spreading Equipment," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt paving equipment shall be equipped with automatic screed controls and a sensing device or devices.

When placing asphalt concrete to lines and grades established by the Engineer, the automatic controls shall control the longitudinal grade and transverse slope of the screed. Grade and slope references shall be furnished, installed, and maintained by the Contractor. Should the Contractor elect to use a ski device, the minimum length of the ski device shall be 9 m. The ski device shall be a rigid one piece unit and the entire length shall be utilized in activating the sensor.

When placing the initial mat of asphalt concrete on existing pavement, the end of the screed nearest the centerline shall be controlled by a sensor activated by a ski device not less than 9 m long. The end of the screed farthest from centerline shall be controlled by an automatic transverse slope device set to reproduce the cross slope designated by the Engineer.

When paving contiguously with previously placed mats, the end of the screed adjacent to the previously placed mat shall be controlled by a sensor that responds to the grade of the previously placed mat and will reproduce the grade in the new mat within a 3 mm tolerance. The end of the screed farthest from the previously placed mat shall be controlled in the same manner the screed was controlled when placing the initial mat.

If the methods and equipment furnished by the Contractor fail to produce a layer of asphalt concrete conforming to the provisions, including straightedge tolerance, in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, the paving operations shall be discontinued and the Contractor shall modify the equipment or methods, or furnish substitute equipment.

If the automatic screed controls fail to operate properly during a day's work, the Contractor may use manual control of the spreading equipment for the remainder of that day. However, the equipment shall be corrected or replaced with alternative automatically controlled equipment conforming to the requirements in this section before starting another day's work.

In addition to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions, asphalt concrete pavement shall conform to the surface tolerances specified herein.

The top surface of the uppermost layer of Type A asphalt concrete surfacing shall be profiled by the Contractor, in the presence of the Engineer. Two profiles shall be obtained in each lane. The profiles shall be approximately one meter from and parallel with the edge of the lane.

Profiles shall be performed using a California Profilograph or equivalent in conformance with the requirements in California Test 526 and as specified in these special provisions. Prior to beginning profiles, the profilograph shall be calibrated in the presence of the Engineer.

Asphalt concrete pavement shall conform to the following Profile Index requirements:

A. Pavement on tangent alignment and pavement on horizontal curves having a centerline curve radius of 600 m or more shall have a Profile Index of 8 mm or less for each 0.1-km section profiled.
B. Pavement on horizontal curves having a centerline curve radius of 300 m or more but less than 600 m, including the pavement within the superelevation transition of these curves, shall have a Profile Index of 16 mm or less for each 0.1-km section profiled.
C. Pavement containing high point areas with deviations indicated by the profilograph in excess of 7.5 mm in a length of 7.5 m or less shall be corrected by the Contractor regardless of the Profile Index of the each 0.1-km section profiled.

Profile Index requirements will not apply to the following areas of asphalt concrete pavement, but these areas shall conform to the straightedge requirements in Section 39-10.04, "Compacting," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions:

A. Pavement on horizontal curves with a centerline curve radius of less than 300 m and pavement within the superelevation transition on those curves.
B. Pavement with a total thickness of 75 mm or less.
C. Pavement placed in a single lift when required by the special provisions.
D. Pavement with extensive grade or cross slope correction which does not receive advance leveling operations in conformance with the provisions in Section 39-10.03, "Spreading," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.
E. Pavement for ramps and connectors with steep grades and high rates of superelevation, as determined by the Engineer.
F. Pavement on city or county streets and roads.
G. Pavement on turn lanes and collector lanes that are less than 500 meters in length.
H. Shoulders and miscellaneous areas.
I. Pavement placed one meter from and parallel with the joint between asphalt concrete pavement and existing curbs, gutters or existing pavement.
J. Pavement within 15 m of a transverse joint that separates the pavement from an existing pavement, approach slab or structure surface not constructed under the contract.

The Contractor shall complete initial runs of the profilograph prior to opening new pavement to public traffic. Profilograph operations shall be in conformance with the lane closure requirement in "Maintaining Traffic" of these special provisions. In the event that initial profiles can not be made prior to opening the pavement to public traffic, they shall be made the next day that lane closures are permitted for the area to be profiled.

Areas of the top surface of the uppermost layer of Type A asphalt concrete pavement that do not meet the specified surface tolerances shall be brought within tolerance by abrasive grinding. Abrasive grinding shall conform to the provisions in the first paragraph and the last 4 paragraphs in Section 42-2.02, "Construction," of the Standard Specifications, except that the grinding residue shall be disposed of outside the highway right of way.

Abrasive grinding shall be performed to reduce individual deviations in excess of 7.5 mm, and to reduce the Profile Index of the pavement to be within the specified tolerance. Deviations in excess of 7.5 mm which cannot be brought into specified tolerances by abrasive grinding shall be corrected by either (1) removal and replacement or (2) placing an overlay of asphalt concrete. The corrective method for each area shall be selected by the Contractor and shall be approved by the Engineer prior to beginning the corrective work. Replacement or overlay pavement not meeting the specified tolerances shall be corrected by the methods specified above. Corrective work shall be at the Contractor's expense except that flagging costs will be paid for in conformance to the provisions in Section 12-2, "Flagging," of the Standard Specifications. . The Contractor shall profile the areas that have received abrasive grinding or corrective work until the final Profile Index of the area is within the specified tolerance.

When abrasive grinding is used to bring the top surface of the uppermost layer of asphalt concrete surfacing within the specified surface tolerances, additional abrasive grinding shall be performed as necessary to extend the area ground in each lateral direction so that the lateral limits of grinding are at a constant offset from, and parallel with, the nearest lane line or pavement edge, and in each longitudinal direction so that the grinding begins and ends at lines normal to the pavement centerline, within a ground area. Ground areas shall be neat rectangular areas of uniform surface appearance.

The original of the final profilograms that indicate the pavement surface is within the Profile Index specified shall become the property of the State and shall be delivered to the Engineer prior to acceptance of the contract.

Full compensation for performing profiles corrective work shall be considered as included in the contract price paid per tonne for asphalt concrete (Type A) and no additional compensation will be allowed therefor.

The area to which paint binder has been applied shall be closed to public traffic. Care shall be taken to avoid tracking binder material onto existing pavement surfaces beyond the limits of construction.

A drop-off of more than 46 mm will not be allowed at any time between adjacent lanes open to public traffic.

Shoulders borders adjacent to a lane being paved shall be surfaced prior to opening the lane to public traffic.

Asphalt concrete surfacing shall be placed on existing surfacing, including curve widening, chain control lanes, turnouts, left turn pockets, and public and private road connections shown on the plans, unless otherwise directed by the Engineer.

Additional asphalt concrete surfacing material shall be placed along the edge of the surfacing at road connections and private drives, hand raked, if necessary, and compacted to form smooth tapered conforms. Full compensation for furnishing all labor and tools and doing all the work necessary to hand rake said conforms shall be considered as included in the contract prices paid per tonne for the various contract items of asphalt concrete surfacing involved and no additional compensation will be allowed therefor.

ENGINEER'S ESTIMATE
06-339504

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	620909	450 MM ALTERNATIVE PIPE CULVERT	M	23		
22	620913	600 MM ALTERNATIVE PIPE CULVERT	M	14		
23	BLANK					
24	BLANK					
25	BLANK					
26	650067	300 MM REINFORCED CONCRETE PIPE	M	34		
27	650069	450 MM REINFORCED CONCRETE PIPE	M	47		
28	650075	600 MM REINFORCED CONCRETE PIPE	M	53		
29	719300	MANHOLE	EA	8		
30	731502	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	M3	190		
31 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	8468		
32 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	720		
33 (S)	840560	THERMOPLASTIC TRAFFIC STRIPE (SPRAYABLE)	M	3820		
34 (S)	031499	PAVEMENT MARKER (REFLECTIVE BLUE)	EA	20		
35 (S)	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	300		
36 (S)	861497	MODIFY SIGNAL AND LIGHTING (LOCATION 1)	LS	LUMP SUM	LUMP SUM	
37 (S)	861498	MODIFY SIGNAL AND LIGHTING (LOCATION 2)	LS	LUMP SUM	LUMP SUM	
38 (S)	861499	MODIFY SIGNAL AND LIGHTING (LOCATION 3)	LS	LUMP SUM	LUMP SUM	
39 (S)	861500	MODIFY SIGNAL AND LIGHTING (LOCATION 4)	LS	LUMP SUM	LUMP SUM	
40 (S)	861503	MODIFY LIGHTING	LS	LUMP SUM	LUMP SUM	

ENGINEER'S ESTIMATE
06-339504

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41 (S)	861505	MODIFY SIGNAL AND LIGHTING (LOCATION 5)	LS	LUMP SUM	LUMP SUM	
42 (S)	861506	MODIFY SIGNAL AND LIGHTING (LOCATION 6)	LS	LUMP SUM	LUMP SUM	
43 (S)	861507	MODIFY SIGNAL AND LIGHTING (LOCATION 7)	LS	LUMP SUM	LUMP SUM	
44 (S)	861508	MODIFY SIGNAL AND LIGHTING (LOCATION 8)	LS	LUMP SUM	LUMP SUM	
45 (S)	861509	MODIFY SIGNAL AND LIGHTING (LOCATION 9)	LS	LUMP SUM	LUMP SUM	
46 (S)	031500	MODIFY SIGNAL AND LIGHTING (LOCATION 10)	LS	LUMP SUM	LUMP SUM	
47 (S)	031501	MODIFY SIGNAL AND LIGHTING (LOCATION 11)	LS	LUMP SUM	LUMP SUM	
48	BLANK					
49	703522	150 MM WELDED STEEL PIPE (3.4 MM THICK)	M	51		
50	703537	200 MM WELDED STEEL PIPE (4.78 MM THICK)	M	41		
51	703541	250 MM WELDED STEEL PIPE (6.35 MM THICK)	M	14		
52	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID: _____